4.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

4.1.1 ENVIRONMENTAL TOPICS ELIMINATED FROM FURTHER ANALYSIS

Consistent with the BSRSP General Plan and EIR (Park Plan), Section 4.5, "Environmental Topics Eliminated from Further Analysis," the following resource topics do not warrant comprehensive analysis in this EIR because there is no potential for significant environmental effects resulting from implementation of the project. These topics include Land use and Planning; Mineral Resources; Population and Housing; and Recreation. A brief description of these topics and why they have been eliminated from further analysis is provided below.

LAND USE AND PLANNING

The Nicolaus property and the Singh Unit are located in a rural area of Butte County outside of any established community; the City of Chico is located approximately 6 miles to the west of the project site. The Singh Unit is owned by State Parks and part of BSRSP, and the Nicolaus property would be transferred from TNC to State Parks and made part of BSRSP prior to project implementation. Because BSRSP is owned and managed by the State, it is not subject to local land use planning (i.e., county general plans and zoning). In addition, there are no federal or state land use plans applicable to the project site or the Park. As a result, no further analysis of this topic is necessary.

MINERAL RESOURCES

Neither the proposed project site nor the other BSRSP subunits are located within an area with known mineral resources, and as such they are not designated as important resource areas by the California Department of Conservation under the Mineral Resource Zone classification system. Further, the project site and BSRSP do not contain any energy production or mineral extraction land uses. Therefore, no significant effects to energy and mineral resources would occur and no further analysis is necessary.

POPULATION AND HOUSING

The proposed project would restore native riparian habitat and develop recreation facilities on lands currently planted to walnut and almond orchards. There is one home located on the project site, the Nicolaus farmhouse, which is leased to the current resident by the Nicolaus farm lessee. Although the farmhouse would remain in place, the resident would relocate as a result of the proposed project because the farmhouse would be used as the new Park headquarters building. No housing would be demolished as a result of the proposed project. Because only one resident would need to relocate as a result of the project, and there is adequate housing available in the surrounding area, the project would not result in a significant loss of housing or displacement of people.

The proposed project would not provide any new infrastructure (i.e., roads, utility connections) that could lead to additional development. State Parks may hire one new staff person in association with the proposed project. In addition, the project could increase tourism in the area, which could result in a limited indirect increase in the employment base of the local area, primarily in Chico. As of August 2007, Butte County had a total labor force of 104,800 and an unemployment rate of 6.4% (State of California 2007). Based on this data, one new State Parks staff person and any potential increase in the demand for labor due to increased tourism would be anticipated to be met by the existing local population, and therefore, no increase in population or need for additional housing is expected. As a result, no significant effects to population and housing would occur and no further analysis is necessary.

RECREATION

The proposed project would result in habitat restoration and the development of recreational facilities on the Nicolaus property and the Singh Unit, which would expand the recreation opportunities of BSRSP as proposed in

the Park Plan. Because the project would provide additional recreation facilities, it would not necessitate the construction of new recreational facilities. In addition, the project would not result in a population increase that would increase use of other existing recreation facilities or result in physical degradation of those facilities. Therefore, no significant adverse effects to recreation would occur and no further analysis is necessary.

4.1.2 ENVIRONMENTAL TOPICS REQUIRING NO FURTHER ANALYSIS

The following environmental topics: aesthetics; geology and soils; hazards and hazardous materials; noise; transportation and traffic; and utilities and public services do not warrant comprehensive analysis in this EIR because the proposed project is consistent with the Park Plan Goals and Guidelines and would result in less than significant effects to these resources. Therefore, these topics are appropriately addressed by the General Plan EIR analysis. A brief description is provided below regarding why these topics are consistent with the Park Plan conclusions and do not require further analysis.

AESTHETICS

Restoration of native riparian habitat on the project site would result in a change in the landscape from walnut and almond orchards to a mix of riparian communities (forest and grassland), a change that would generally be considered as an improvement in the existing viewshed, or that possibly would be considered by some viewers to be a neutral change. Implementation of the proposed project would involve removal of existing vegetation, which would temporarily degrade the existing visual character in the project site. Removal of the orchards and other crops would be replaced with a mixture of cottonwood mixed riparian forest, valley oak forest, mixed riparian forest, valley oak riparian forest, and native grasslands that would mature over a 3-year period to appear natural and undisturbed.

As discussed in Impact AES in Chapter 4 of the Park Plan, the General Plan anticipated the development of recreational facilities that would be visible to Park visitors and that could degrade the natural landscape and interfere with views of and from the Park. The proposed project would result in the construction of new recreational facilities on the project site and the relocation of the Park headquarters from the current location, across River Road, to the existing farm complex on the Nicolaus property. The headquarters relocation would allow for the removal of the structures, fencing, and equipment at the current Park headquarters site. Although this site would remain a day use area for the Park, the project would result in improved views of riparian habitat in BSRSP west of River Road. The new Park headquarters would be the existing farm buildings, which would remain in their current state, with minor modifications. Therefore, there would be little to no change in views of the existing Nicolaus farm buildings. The entry road on the Nicolaus property would be realigned from a straight road that runs perpendicular between River Road and the farm complex (Exhibit 3-2) to a curved road that connects to River Road at an angle and bends around the farm complex (Exhibit 3-9). This road realignment would provide additional visual buffer between the farm complex and River Road. The proposed overnight camping facilities would be developed near the center of the Nicolaus property (Exhibit 3-9) and would be surrounded by restored riparian vegetation (Exhibit 3.8), which would provide a vegetative screen between the facilities and River Road/adjacent private properties. The trails, day-use areas, and overnight camping facilities would be consistent in appearance to similar facilities in other BSRSP subunits and proposed trails would be no closer than 100 feet from private property boundaries. New nighttime lighting may be required for some of the proposed Park headquarters or campsites on the Nicolaus property (no lighting would be necessary for the trails on the Singh Unit), which may introduce a new source of light/glare to the area and adversely affect nighttime views within the Park.

Park Plan Goal ER-4.1 calls for the preservation of the natural appearance of the Sacramento River corridor and is supported by a range of guidelines. These guidelines call for the retention of riparian woodland for aesthetic values (Guideline ER-4.1-1), establishment of appropriate vegetative screening for new facilities (Guideline ER-4.1-2), and consideration of the natural aesthetics of the river when siting and designing Park signage (Guideline ER-4.1-3). Consistent with these guidelines, the proposed project would restore riparian habitat on the Singh Unit

and Nicolaus property, provide vegetative screening between the new recreational facilities and neighboring properties (including River Road), and consider aesthetics when siting Park signage. Pursuant to Park Plan Guideline ER-4.1-4, any new light/glare sources would be shielded wherever possible. It is also the intent of State Parks to support regular debris cleanup along the creeks and river, which would help maintain the aesthetic values (Guideline ER-4.1-5).

Consistent with Park Plan Impact AES, the project would implement Park Plan goals and guidelines, which minimize aesthetic effects of the project, and would result in less-than-significant impacts on aesthetics. The potential project effects on aesthetics are adequately covered in the Park Plan. No further analysis is required.

GEOLOGY AND SOILS

The project site is not designated as an Alquist-Priolo Fault study zone and no known surface faults are present under the project site; however, the project is located in a potentially active seismic region (Butte County 1977). As a result, although the potential for seismic activity in the region exists, the project site is not expected to be subject to fault rupture. In the event of a large earthquake, the project site could be subject to moderately-strong seismic ground shaking, which could result in potential structural damage to the proposed recreational facilities and the Park headquarters (in the Nicolaus farm complex). The risk of liquefaction (transformation of soils from a solid state to a liquid state during ground shaking) is high due to the presence of saturated sandy soils. Liquefaction could cause structures to sink and render them susceptible to major damage. Subsidence due to groundwater extraction could also pose a risk to developed recreational structures. However, by law, all structures developed would have to comply with the standards contained in the California Code of Regulations, Title 24 (CBC). Therefore, the proposed facilities would include structural reinforcements and other features, as required by the CBC, as necessary to avoid or minimize seismically induced structural damage.

Slopes on the project site are generally less than 2%; therefore, landslides are determined not to be a hazard. Soils on the project site consist primarily of silt loams or sandy loams that are composed of river deposits.

Although the project site is relatively flat, project-related ground-disturbing activities could result in erosion. However, consistent with Park Plan Goal ER-1.1 and Guidelines ER-1.1-1 and ER-1.1-2, the project would restore riparian vegetation, which would generally aid in minimizing erosion, and would maintain the existing vegetative buffers along the banks of Mud Creek. Additionally, the proposed recreation facilities would be designed and constructed with the use of best management practices, including measures specified in erosion-control plans (Goal ER-3.2 and Guideline ER-3.2-1, ER-3.2-2, and ER-3.2-3). Soil erosion is discussed further in Section 4.3, “Hydrology and Water Quality.”

The project would include construction of a new septic system/leachfield designed to prevent accidental release during flood events. The characteristics of the soils at the project site are conducive to supporting specialized septic systems, such as those currently operating at the Irvine Finch and Pine Creek BSRSP subunits. The use of septic systems would not be limited by the soils at the project site.

Consistent with the Park Plan analysis of Impact GEO, because potential seismic-related impacts would be avoided or minimized through provisions of CBC, the potential erosion would be addressed through Park Plan goals and guidelines, and the project site soils are conducive to septic systems, implementation of the proposed project would result in less-than-significant impacts to geology and soils. No further analysis is required.

HAZARDS AND HAZARDOUS MATERIALS

No hazardous materials are stored on the Singh Unit. However, there are four above-ground storage tanks on the Nicolaus property: one 500-gallon diesel above-ground storage tank, one 500-gallon gas above-ground storage tank, one 1000-gallon waste oil above-ground storage tank, and one 1000-gallon diesel above-ground storage tank. All four of these storage tanks would be removed and disposed in accordance with all state and federal rules

and regulations as part of the proposed project. There is also a chemical storage shed on the Nicolaus property, in the farm complex, that is on a concrete slab and contains hazardous materials (Round Up, fertilizers, Abound, Goal, malathion, Dipel, rodenticide, Kocide, and Manex).

Construction of the proposed project may require the use of small amounts of hazardous materials (e.g., gasoline, diesel fuel, engine oil). Accidental spills of construction-related materials could occur during construction, resulting in contamination. However, as described in Section 4.3, "Hydrology, Water Quality, and River Geomorphology," a SWPPP would be developed and implemented for the project. The proposed project would not involve activities that could generate hazardous emissions, but small quantities of hazardous materials such as propane, pesticides, fertilizers, and herbicides would be stored in the storage shed in the farm complex (to be the relocated Park headquarters) and occasionally used on the project site. However, replacing the existing agriculture land use with restored riparian habitat would result in a decrease in pesticide and herbicide applications. All transport, storage, and use of hazardous materials would be conducted in accordance with all state and federal rules and regulations.

Based on EPA's Envirofacts website, the project site is not listed as a hazardous materials site and is not known to contain listed hazardous materials or waste (EPA 2006). Additionally, based on Phase I Environmental Site Assessments conducted on the Nicolaus property and Singh Unit, no sites located within the American Society for Testing and Materials (ASTM) search radius of the project site were identified within the federal or state environmental databases.

Based on Phase I Environmental Site Assessments conducted on the Nicolaus property and Singh Unit, there is no evidence of recognized environmental conditions that would cause an impact based on the proposed habitat restoration and recreational facilities development project. It is expected that pesticides have previously been used on the project site; however, the persistence of chemicals commonly used in orchards range from a few days to several months. Therefore, it is unlikely that these chemicals would still be present at the time the project site is open to the public (TNC 2001 and TNC 2005).

The project is not located within 2 miles of any schools or airports, and the project would not involve development that would be in conflict with the operation of the nearest school or airport.

Introducing new recreational facilities on the project site would increase the risk of wildland fires. In addition, riparian habitat restoration could increase the fuel load on the project site. Increased fuel load and increased recreational facilities that increase human activity, including campfires, would result in an increased risk for wildfires. Campfires would be allowed in designated areas within the proposed campgrounds on the Nicolaus property, consistent with Park Plan Guideline AO-2.3-2. Additionally, Park Plan Goal AO-2.3 and Guidelines AO-2.3-1 and 2.3-2 facilitate monitoring and patrolling of BSRSP, which would provide the opportunity to control and respond to potential illegal fires. Park Plan Guideline VU-3.7-4 would also be implemented to ensure Park visitors are provided information regarding fire safety. BSRSP also has an existing Wildfire Management Plan that addresses wildfire threats within the Park and the project would operate in compliance with this Plan.

The proposed project would not cause any road closures on public roads. Therefore, it would not conflict with an adopted emergency response plan or other emergency plan. Adequate emergency vehicle access would be maintained consistent with Park Plan Guidelines AO-2.3-1, AO-2.3-2, and AO-2.3-3.

Consistent with the Park Plan analysis of Impact HAZ, the proposed project would result in a less-than-significant impact related to risk of exposure to hazardous materials, risk of wildland fires, and emergency access. Because the project effects on hazards and hazardous materials have been adequately covered in Park Plan Impact HAZ and a SWPPP would be developed and implemented, no further analysis is required.

NOISE

The existing noise environment at the Singh Unit and Nicolaus property is defined primarily by onsite and neighboring agricultural operations, local roadway traffic on River Road, and recreational activities associated with BSRSP. Existing noise-sensitive receptors in the vicinity of the project site include a farm house located approximately 400 feet north of the Nicolaus property, and a farm house located approximately 1,200 feet southeast of the Singh Unit. The proposed project would result in temporary construction noise related to implementing the habitat restoration and constructing the recreation facilities; operational noise associated with the new recreational facilities and park visitors; and vehicular traffic. These sources are discussed separately below.

SHORT-TERM RESTORATION AND CONSTRUCTION-RELATED NOISE

Restoration and construction activities on the Singh Unit and Nicolaus property would include clearing and tree removal, site grading, paving (on the Nicolaus property only), installation of out-buildings (on the Nicolaus property only), planting of native species, and irrigation. The onsite equipment required for restoration and construction operations is anticipated to include an excavator, front-end loader, rubber-tired backhoe, grader, compactor, generator, and haul trucks. Depending on the activities conducted, individual noise equipment would generate noise levels ranging from 76 to 88 dBA at a distance of 50 feet, as shown in Table 4.1-1.

Table 4.1-1
Noise Levels of Typical Construction Equipment

Equipment Type	Typical Noise Level (dBA) at 50 feet
Air Compressor	81
Backhoe	85
Concrete Pump	82
Compactor	82
Concrete Pump	82
Concrete Breaker	82
Truck Crane	88
Dozer	87
Generator	78
Front-end Loader	84
Asphalt Paver	88
Pneumatic Tools	85
Water Pump	76
Power Hand Saw	78
Power Shovel (Excavator)	82
Trucks	88

*All equipment fitted with properly maintained and operational noise control device, per manufacturer specifications.
Source: FTA 2006.

The simultaneous operation of the onsite construction equipment associated with the proposed project, as identified above, would result in combined average equivalent noise level (L_{eq}) of approximately 89 dBA at a

distance of 50 feet. However, it is unlikely that all the equipment would be operated on a constant basis. Construction noise levels would fluctuate depending the number and types of equipment used and their respective usage rates (i.e., percent of time operated during a typical hour). Assuming default usage rates (FTA 2006, RCNM 2006), construction activity would result in hourly average noise level of 85 dBA Leq at a distance of 50 feet.

Hourly performance criteria, such as Leq standards or maximum standards (L_{max}), are not contained in the Noise Element of the Butte County General Plan; however, it has established a "normally acceptable" 24-hour day-night standard (Ldn) of 60 dBA for low-density residential land uses. The County does not have a noise ordinance and the Butte County Code contains no noise standards.

In accordance with Guideline AO-3.3-3 of the park General Plan, State Parks would ensure that its contractors would comply with Butte County's noise control requirements for construction activity. As provided by Butte County Planning Department staff, the following noise control measures are required for construction activity (Troaster, pers. comm., 2007):

- Construction activity shall be limited to the hours between 6:00 AM and 7:00 PM, Monday thru Friday. No construction activities shall be performed on Saturdays, Sundays, and holidays.

- All construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e. mufflers, silencers, wraps). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.

- Construction equipment should not be left idling for more than 5 minutes.

- Stationary equipment (e.g., generators, compressors, rock crushers, cement mixers) shall be located as far as possible from noise-sensitive receptors.

- The applicant shall designate a noise disturbance coordinator, and this person's contact telephone number shall be conspicuously posted around the project site and in adjacent public spaces. The noise disturbance coordinator shall receive all public complaints about construction-related noise, shall be responsible for determining the cause of the complaint, and shall implement any feasible measures to be taken to alleviate the problem. Additionally, in advance of noise-generating construction operations, the disturbance coordinator shall advise nearby noise-sensitive receptors of the construction schedule.

In adherence to these requirements State Parks would ensure that restoration and construction activity would not occur outside the hours between 6:00 AM and 7:00 PM. Assuming that project-related restoration and construction activity would occur during these daytime hours, the average daily noise level generated by these activities would be 85 dBA L_{dn} at a distance of 50 feet. The nearest noise-sensitive receptor is a farm house located approximately 400 feet north of the Nicolaus property's northern boundary line and approximately1,800 feet from the property's center. Assuming an attenuation rate of 6 dBA per doubling of distance, restoration- and construction-related noise levels at the closest residence would attenuate to approximately 54 dBA L_{dn} at this receptor. Thus, the resultant noise level would be less than the "normally acceptable" standard of 60 L_{dn} dBA established by the Butte County General Plan for low-density residential land uses. Because project construction would be limited to daytime hours, and would implement all other noise control measures required by Butte County, and not generate construction noise levels that exceed any of the County's land use compatibility standards, the project would not result in a temporary substantial increase in noise levels without the project. As a result, short-term construction-related noise would be less than significant and no further analysis is required.

LONG-TERM STATIONARY-SOURCE NOISE

The proposed project would develop new overnight campgrounds and recreational day-use areas. In addition, the project would renovate existing farm structures on the Nicolaus property into the new BSRP headquarters. Noise associated with the operation of the facilities is discussed separately below.

CAMPGROUND ACTIVITY NOISE

Overnight campgrounds would provide recreational vehicle (RV) camping, vehicle camping, walk-in tent camping, and group camping. Noise associated with campground activities includes people conversing, children playing, and doors opening and closing. Most of these activities are mundane in nature and do not contribute to the ambient noise environment. Because the proposed project would provide electrical and water services at all RV camping stalls, the use of generators and the idling of engines is not expected to occur. As a result, campground noise would be less than significant and no further analysis is required.

PARKING ACTIVITY NOISE

Project-related parking would be located adjacent to the relocated park headquarters (at the existing farm complex) and at the new campgrounds on the Nicolaus property, and at designated day-use areas throughout the park. The largest parking area would be at the new campgrounds, which collectively would include parking for approximately 80 passenger vehicles and 37 RVs. Based on the total number of parking spaces at the campgrounds, and a trip rate of 4.0 daily trips per campground, the campgrounds are expected to generate up to 468 daily parking events (i.e., a vehicle arriving or departing) when operating at full capacity. Assuming higher turnover rates for the new headquarters and recreational day-use facilities, according to the assumptions outlined for the air quality analysis in Appendix E, a maximum of 210 daily parking events would occur at the new headquarters/day use lot.

Based on reference noise level data, the typical Sound Exposure Level (SEL) associated with a single vehicle arriving and departing, including noise generated by the vehicle occupants and mechanical noise of the vehicle, is approximately 72 dBA at a distance of 50 feet. Typically, maximum noise levels are 8-9 dBA less than the SEL associated with an event, or 64 dBA L_{max} at 50 feet. In order to estimate the Ldn for parking lot activity, the input volume must be adjusted to account for the day/night trip distribution and a 10 dBA penalty applied to noise generated during the nighttime hours (10:00 p.m. to 7:00 a.m.). Thus, the following formula is used to determine the Ldn generated by parking lot activity:

$$L_{dn} = SEL + 10*Log\ (N_{eq}) - (10*Log(T_{sec})), \text{ where}$$

SEL as described previously, is the average sound exposure level for a vehicle arrival and departure, N_{eq} is the number of daytime events (7 a.m.–10 p.m.) per day plus 10 times the number of nighttime events (10 p.m.–7 a.m.) per day, and

T_{sec} is the number of seconds in the desired period.

Applying this methodology, parking-generated noise levels at the campgrounds and the headquarters/day use parking lot would be 56 dBA Ldn and 52 dBA L_{dn}, respectively, from a distance of 50 feet. These noise levels would attenuate to less than 35 dBA L_{dn} at the nearest noise-sensitive receptor located more than 1,500 feet away. Thus, the resultant noise level would likely be less than the existing ambient noise level at this receptor and not exceed the "normally acceptable" standard of 60 dBA L_{dn} established by Butte County General Plan Noise Element for low-density residential land uses. As a result, parking activity noise would be less than significant and no further analysis is required.

GARBAGE COLLECTION NOISE

The proposed project would include four garbage dumpsters in the overnight, day-use, and headquarter areas. Smaller animal-proof waste collection and recycling containers would be placed throughout the park. Specific locations of trash collection areas are unknown; however, trash collection areas are anticipated to be located near the relocated Park headquarters, which is approximately 1,800 feet from the nearest off-site noise-sensitive receptor. Trash removal generally occurs for a period of 10 to 15 minutes, one day per week. The primary noise source associated with refuse collection is the idling refuse truck. This process results in noise levels of approximately 60 - 65 dBA Leq over a 15 minute period, at a distance of 50 feet. Through distance alone, garbage collection noise would attenuate to 32 - 37 dBA L_{eq} at the nearest off-site residence. As a result, garbage collection noise would be less than significant and no further analysis is required.

OPERATIONAL TRAFFIC NOISE

The existing average daily traffic volume on River Road, which provides access to the project site, is approximately 1,241 vehicles (Butte County Public Works Engineering Division 2002). Based on trip generate rates used to prepare the air quality analysis (above), the new campgrounds, park headquarters and day use facilities would generate a maximum of 678 additional vehicle trips per day during peak season. The daily traffic volume on River Road would increase to approximately 1,919 vehicles. Traffic noise levels with and without project-generated traffic were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). Additional input data included day/night percentages of autos, medium and heavy trucks, vehicle speeds, ground attenuation factors, and roadway widths. Table 4.1-2 presents the predicted L_{dn} noise levels at 50 feet from the centerline of River Road with and without the proposed project under existing conditions.

Table 4.1-2
Modeled Traffic Noise Levels along River Road

Scenario	Daily Traffic Volume	Day/ Night%	Medium Truck %[2]	Heavy. Truck %	Speed (mph)	Predicted Traffic Noise Level, Ldn (dBA) 100 feet from the Roadway Centerline[1]
Existing	1,241	83/17	2.5	1.5	35	51.9 dB
Existing Plus Project	1,919	83/17	8.0	1.5	35	54.8 dB

Traffic noise levels were predicted using the FHWA Traffic Noise Model (FHWA RD-77-108). Modeled estimates assume no natural or human-made shielding (e.g., vegetation, berms, walls, buildings).
The vehicle fleet mix would change under existing-plus-project conditions because approximately 18% of project-generated traffic is estimated to be RVs, according to the assumptions outlined for the air quality analysis in Appendix E.
Source: Modeling performed by EDAW in 2007

As shown in Table 4.1-2, project-generated traffic would result in a traffic noise level of approximately 55 dBA Ldn along River Road. Because the resultant noise level would not exceed Butte County's 60 dBA Ldn standard at any noise-sensitive receptors, operational traffic noise would be less than significant and no further analysis is required.

TRANSPORTATION AND TRAFFIC

Access to the project site is provided by public roadways, including River Road serving the east side of the Sacramento River and SR 32 serving the west side of the river. In addition, West Sacramento Avenue, a two-lane arterial road maintained by Butte County, runs into River Road, thereby linking the downtown Chico area to the project site and BSRSP. The project would not physically interfere with or modify any of the public access roads in the vicinity of the project site. Temporary construction and habitat restoration activities would involve a limited

number of truck trips that would not pose a significant change to traffic and circulation. All construction and habitat restoration staging would occur on the project site, off of existing roadways.

The existing average daily traffic volume on River Road, which provides access to the project site, is approximately 1,241 vehicles (Butte County Public Works Engineering Division 2002). The proposed project would increase recreational facilities in BSRSP and may attract additional visitation, which would increase vehicular trips along local roadways serving the Park. Based on trip generate rates (used to prepare the air quality analysis, see Appendix E), the new campgrounds, park headquarters and day use facilities would generate a maximum of 678 additional vehicle trips per day during peak season. The daily traffic volume on River Road would increase to approximately 1,919 vehicles. Most of the vehicle trips along local roadways would occur during weekends, particularly holiday weekends, and very few of the trips are expected during the peak commuter hours when LOS levels are of most concern. Park Plan Goal VU-3.2 and Guidelines VU-3.2-1 and 3.2-2 also facilitate the provision of public transportation to the Park. Furthermore, Goal AO-2.3 would facilitate coordination with Caltrans.

The access road on the Nicolaus property, connecting to River Road would be realigned as shown in Exhibit 3-9. The realignment of the access road would not result in any hazards; rather, the road would be designed to provide safer access off River Road and proper signage would provided (consistent with Park Plan Guidelines VU-3.1-2). Use of standard farm equipment during project implementation phases would be consistent with historical farming practices in the region that have included the presence of slow-moving farm equipment on local roadways. Implementation of the proposed project would not result in an incremental increase in this type of hazard. No emergency access routes would be impaired as a result of the proposed project.

The project site is not located within an airport land use plan or within 2 miles of a public or private airport. Therefore, the project would not have the potential to affect air traffic patterns or result in substantial safety risks associated with airports.

Parking areas would be constructed for day use facilities, overnight camping facilities, and Park headquarters. The largest parking area would be at the new campgrounds, which collectively would include parking for approximately 80 passenger vehicles and 37 RVs. Based on the total number of parking spaces at the campgrounds, and a trip rate of 4.0 daily trips per campground, the campgrounds are expected to generate up to 468 daily parking events (i.e., a vehicle arriving or departing) when operating at full capacity. Assuming higher turnover rates for the new headquarters and recreational day-use facilities (according to the assumptions outlined for the air quality analysis in Appendix E) a maximum of 210 daily parking events would occur at the new headquarters/day use lot. The proposed parking is expected to be adequate to serve the increase in visitation to the project site and would be consistent with Park Plan Goal VU-3.3.

Consistent with the Park Plan analysis of Impact TRANS, the proposed project would result in a less-than-significant impact related traffic and circulation. The project effects on traffic and circulation have been adequately covered in the Park Plan. No further analysis is required.

UTILITIES AND PUBLIC SERVICES

There is one existing on-site groundwater well on the Nicolaus property, with an estimated capacity of 2,000 gallons per minute. There is also one existing groundwater well on the Singh Unit with an estimated capacity of 500 gallons per minute. These groundwater wells currently provide irrigation for the orchards. Under the proposed project, these wells would provide irrigation during the 3-year establishment period for the habitat restoration, and potable water for campgrounds, day-use facilities, and Park headquarters. Based on experience at other habitat restoration sites, it is anticipated that the ground water wells would have more than sufficient capacity to serve the proposed project. Based on a conservative estimate of water usage, during the first year of the habitat restoration, the irrigation water would be roughly equivalent to that used for the orchards; during the second year the water use would be half of that used on the orchards; during the third year it would be roughly a

quarter of that used on the orchards; and thereafter no water would be used for irrigating the restored habitat. For the potable water, an on-site water treatment facility would be installed to maintain acceptable water quality levels. If, in the future, the groundwater wells are no longer productive and/or no longer necessary to support the restoration area, they would be properly decommissioned according to Department of Water Resources' specifications (filled and capped). The decommissioning would prevent infiltration of floodwater into an uncapped well that could otherwise contaminate the local groundwater aquifer surrounding the well with surface contaminants carried in flood flows.

A total of seven restroom facilities would be constructed as part of the project. Restrooms would be pre-manufactured vault toilets placed on a raised pad that is suitable for occasional flooding. In addition, one combination restroom/shower building would be constructed. The combination restroom/shower building would be a pre-manufactured or site- built building placed on a raised pad and would include a dishwashing station. An existing septic system/leachfield would be used to service the Park headquarters. A new septic system/leachfield would be installed to service the combination restrooms/shower building. The project site is not served by a wastewater treatment facility; wastewater would be treated on-site using septic systems.

BSRSP monitors real-time flow conditions at upstream locations to monitor for potential flood conditions at the Park. When there is indication of potentially approaching flood levels, utilities (i.e., electricity, water, and gas) are turned off; restrooms are sealed (sand bags in toilet, urinal, floor drains and door thresholds; sink drains and door jambs are duct taped); and water heaters are removed if they are not installed above the flood threat. Additionally, after flood events, the septic tanks are pumped (Akers 2007).

A total of four garbage dumpsters would be located within the overnight, day-use, and Park headquarter areas, and garbage would be collected by a local contractor.

Recreational facilities would be designed to allow natural drainage on the project site, similar to existing conditions. Stormwater drainage would be transported in grass-lined swales and overland flow. The recreational facilities would be designed to minimize the use of impervious surfaces.

Services such as fire protection, law enforcement, and emergency medical services are provided to the Park by outside sources (see Chapter 3 of this EIR, "Description of Proposed Project," and Park Plan Chapter 2, "Park Support and Emergency Services"). It is expected that these outside sources would have sufficient capacity to serve the proposed project because the additional visitation is not expected to be substantial, and the project would not change the population of the area. The project would not include the construction of housing and therefore would not generate additional students or increased demands on schools.

Consistent with the Park Plan analysis of Impact UTIL, the proposed project would result in a less-than-significant impact related to utilities and public services. Because the project would be consistent with Park Plan Guidelines AO-3.2-1, AO-3.2-2, and AO-3.2-3, the project would not create any new significant effects on utilities and service systems not previously addressed Therefore, project effects on utilities and service systems have been adequately covered in the Park Plan. No further analysis is required.